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STATE DOCUMENTS

PALMETTO

AVIATION

Volume 45, Number 4

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August 1993

Aeronautics Commission Becomes Part of the Department of Commerce

The South Carolina Aeronautics Commission held its final commission meeting in Columbia naming Representative Joe Wilder as chairman-emeritus.

As a result of government restructuring the Aeronautics Commission officially becomes part of the Department of Commerce as the Division of Aeronautics on July 1.

During the last meeting held June 23, past and present commissioners took part in praising the commission for providing the state with much-needed services.

The commissioners also received their photos which hung on the walls of the conference room as a farewell.

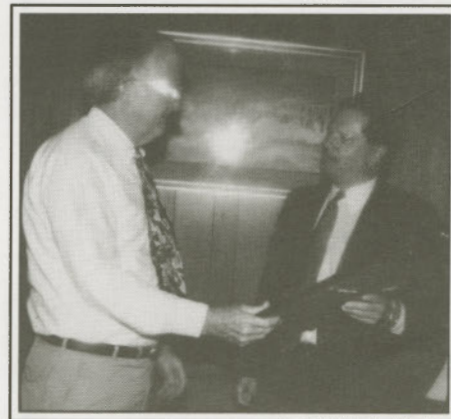
In attendance were former Sen. Isadore Lourie, former commissioner Charles Appleby, former commis-

sioner Curtis Graves and former commission chairman Rep. Joe Wilder. In addition, current commissioners Robert Williams, Edwin Pearlstine and commission chairman Jim Hamilton attended.

Wilder served for 30 years on the commission, six of those as chairman. The hangar facility at the Columbia Metropolitan Airport built in 1982 was named in his honor.

"Serving on the Aeronautics Commission was one of the great pleasures of my life," said the Barnwell representative. Wilder continued with historical facts about the commission saying the longest serving chairman was Ramseur who served for about 18 years.

Wilder said, "Many years ago we were one of only a handful state



Commission Chairman Jim Hamilton (l) accepts a plaque from Director Joe Saleeby.

aeronautics commissions who had not merged into transportation department in various states. We took great pride in the fact that we had one

See Aeronautics , Page 6

Interesting People, Enlightening Topics Slated for S.C. Aviation Conference

The South Carolina Aviation Association is planning a cracker-jack conference this fall for all those interested in all facets of aviation.

The four-day conference will highlight Ted Beckloff, FAA Regional Administrator for the Southern Region, Robert Liming from the S.C. Department of Parks, Recreation and Tourism and Russ Spray from Rocky Mountain Helicopters.

The 16th Annual Airports Conference will be held October 24 to 27 at the Best Western Landmark Resort Hotel in Myrtle Beach.

Conference coordinators from the S.C. Aviation Association expect people interested in all aspects of aviation, including airport managers, FBO's, pilots, airport commissioners and aircraft owners.

See Airport Conference, Page 6



PALMETTO AVIATION is an official publication of the South Carolina Department of Commerce, Division of Aeronautics. It is designed to inform members of the aviation community, and others interested in aviation, of developments in aviation and aviation facilities, and to keep readers abreast of state, national and international trends in aviation.

The Division of Aeronautics is a state agency created in 1935 by the South Carolina General Assembly to foster and promote air commerce in the state.

Carroll A. Campbell
Governor

Department of Commerce:

Wayne L. Sterling
Interim Director

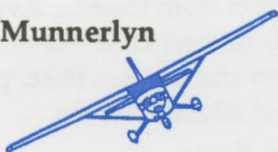
Division of Aeronautics:

Joseph J. Saleeby
Executive Director

William A. Walls
Director of Airport Development
Maintenance and Equipment
and Facilities

Walter I. Johnson
Director of Aviation

Helen F. Munnerlyn
Editor



From the Director's Desk *In Pursuit of An Aviation Mecca*

Several years ago, I had the opportunity that not many people have been able to enjoy. I was able to travel to the "aviation mecca," Oshkosh, Wisconsin, for the EAA sponsored Fly-In and Airshow. I have been involved in aviation for about 35 years and I don't think I have ever seen anything that would equal the display and the event that is produced in Oshkosh during that last week of July.

I left there with one thought in mind. Wouldn't it be great to have something similar to this in South Carolina? Fate provided me with the chance to take that idea and start it on the long road to fruition as director of this agency, which is responsible for fostering aviation throughout South Carolina.

An event like this in South Carolina would bring to the forefront of the public's eye and to aviation enthusiast, the progress and the influence that aviation provides.

In the spring this year, I had the opportunity to go to Lakeland, Florida, to observe the second largest aviation event of which I am aware in the United States. I was equally impressed and felt even stronger that South Carolina needed an event such as this.

Upon my return from Lakeland, I scheduled a meeting with some members of the South Carolina EAA chapter and we discussed at length this idea, whether it had merit and whether it would be possible to undertake something like this. With exception, the people I have dis-

cussed it with to this point, have been supportive, and at the very least very positive in their attitude. We have met on several occasions and discussed dates, locations, how the event would be structured, who would sponsor it, who the principals involved would be, how a committee would be formed, and what I am seeing unfold at this time, is the birth of an idea that could put South Carolina in the forefront of aviation throughout the United States.



Saleeby

Because of our geographical location, I feel that the draw for attendees to the event would surpass Lakeland and Oshkosh. One location discussed to attempt such an undertaking was Myrtle Beach, South Carolina, and with the additional entertainment available in that area such as golf, fishing and the beach, it could really provide the momentum necessary to move to the category of a major event in a short time. Having lived in that area, I am sure the people there would be supportive and being tourist oriented, would find this event a real advantage to South Carolina's number one industry at this time.

This year in Oshkosh, we are meeting with the principals and the driving forces behind the show there and we are going to find out how you put something like this together. I will keep you advised on how we progress as we move down the road from an idea to an event of major proportion.

See S.C. Airshow, Page 4

South Carolina Division of Aeronautics Offices are at Columbia Metropolitan Airport. Mailing Address: P.O. Drawer 280068, Columbia, SC 29228-0068. Phone (803) 822-5400 or 1-800-922-0574.

The Richland County Sheriff's airplane was just one of many on static display during the open house.



Columbia-Owens Nets Over \$10,000 For Habitat for Humanity

The Columbia-Owens Downtown Airport open house was a success as hundreds of Columbians lined up to fly over their city, and donated thousands of dollars to Habitat for Humanity, Saturday, June 12.

According to organizers of the event, the event raised \$10,768.21 for Habitat for Humanity attracting thousands to the general aviation facility while featuring plane rides in antique planes, business

aircraft and helicopters. Members of the Palmetto Sport Aviation, EAA Chapter 242, the Richland County Airport Commission, and local Neighborhood Associations served as volunteers for the Open House providing concessions and aircraft to fly.

According to Habitat, the donations will be spent building a house at 80 Easy Street located very near the airport with construction to begin by the end of the summer.

Eastern Flight Training Command Plans Reunion

The Class of 44I Eastern Flying Training Command is looking for trainees who transitted Maxwell Field and attended the facility 50 or so years ago.

Many men attended college detachments at Clemson, Wofford,

Winthrop, Erskine, Presbyterian, and other colleges.

The primary flying schools were located at Bennettsville, Camden and Orangeburg. Basic flying was located at Shaw Field near Sumter.

Advanced training bases where pilots received their wings were located at Blytheville and Stuttgart, Ark., Freeman, Ind., Columbus, Miss., Craig and Napier, Ala., and Spence, Moody and Turner, GA.

Following graduation some received extra training at Florence, Sumter, Columbia, Charleston, Walterboro or Greenville.

The 50th Reunion will be held Oct. 12-16, 1994. If you were a member or have knowledge of someone who was, contact Joseph King, 210 Snow Lane, Lexington, SC 29073.

Don't Forget The Ladies Are Coming!

"Diamond Lil," "Tinkerbelle," and "Fifi" will be coming to Greenville Downtown Airport, Aug. 24-30, and to Columbia Metro Airport, Aug. 31-5.

Confederate Air Force aircraft will be open to the public.

Aviation Calendar



August 22

Breakfast Club
Newberry Municipal Airport
Newberry, SC

August 24-30

Confederate Air Force Planes
Greenville Downtown

August 31 - 5

Confederate Air Force
Columbia Metro

September 5

Breakfast Club
Louisville Airport
Louisville, GA

September 19

Breakfast Club
Colleton County Airport
Walterboro, SC

October 1-3

EAA Chapter 3
Classic & Antique Fly-In
Woodward Field
Camden, SC

October 3

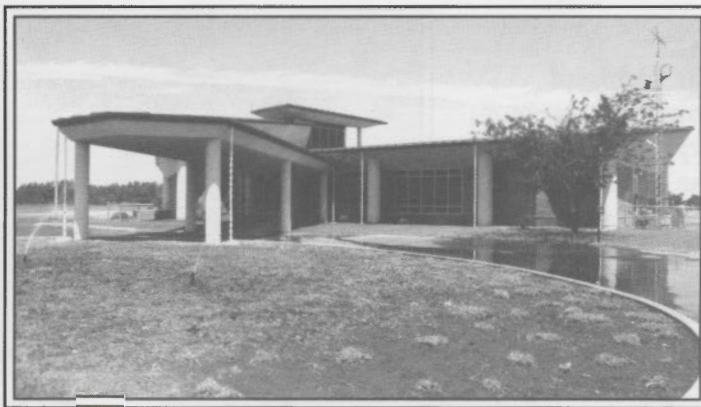
Breakfast Club
Woodward Field
Camden, SC



October 17
Breakfast Club
East Cooper

October 24-27

S.C. Airports
Conference
Best Western
Landmark Resort Hotel
Myrtle Beach, SC



Sumter Terminal Opens for Business

The Sumter County Airport terminal opened for business this month featuring a sparkling renovation of the old facility. The new building has a covered walkway, conference room, spacious lobby with open atrium, pilots lounge and loads of room. The new terminal building was built around the existing foundation and support beams to save money.

Orangeburg Airport Builds Walkway to Honor Pilots

An Aviation Memorial and Pilot's Walk is planned for the Orangeburg Municipal Airport with construction to begin this summer.

The memorial and walk will be constructed in front of the terminal

building highlighting the first 90 years of aviation and space milestones. Pilots who have had an interest in Orangeburg Aviation during the past 56 years have a chance to purchase an engraved granite stone for the walkway.

Each pilot will have their name and certificate number engraved in the 4x8-inch Elberton granite stone.

Any pilot who has died in or as a result of an aviation accident will be delineated with an omega. If the pilot's death was related to a military aviation incident, a star will be engraved instead.

Inside the terminal building, a computer with viewing screen will be available for visitors to use. Access to specific information about aviation in

South Carolina, local aviation milestones and general aviation history will be available.

Also, entries about each pilot represented in the walkway will be on hand.

In addition, facts about the South Carolina Breakfast Club and Hawthorne School of Aviation which both originated in Orangeburg will be accessible.

The memorial and walkway will be dedicated December 17, at 10:35 a.m., the exact minute Orville Wright made the world's first powered flight at Kitty Hawk, N.C.

For more information or to purchase a stone contact John Baxley of the Pilot's Walk Committee at (803) 258-3142.

AOPA Gets 310,000th Member

Aircraft Owners and Pilots Association membership hit 310,000 in June marking the largest membership in the association's 54-year history.

President Phil Boyer said, "It's no wonder AOPA's unprecedented growth comes at a time general aviation is hardpressed politically and economically. Pilots know AOPA is general aviation's greatest advocate."

Membership has increased more than 14,000 in the past year and 55,000 since 1987.

The 310,000th member is James C. Scott, a 24-year-old television station engineer and private pilot from Irving, Texas.

In Pursuit of an Aviation Mecca

Continued from Page 1

It will take a combined effort of the State of South Carolina, the Department of Commerce, Division of Aeronautics, Parks, Recreation and Tourism, local government, and the support of the community if this event is to become an ongoing attraction, and for a few days at one location,

have the center of aviation in South Carolina to promote aviation safety, economic development, industrial development and tourism, all at the same time.

John D. Baxley

Profiles in Aviation

Phil Leventis: A Different Perspective

When some people talk shop they talk baseball, but when Senator Phil Leventis talks shop it's about F-16's, sorties, A-7's, and F-102's.

"I guess you could say I have an interest in politics, but pursue aviation as almost a career." The senator from Sumter admittedly enjoys politics and business, but loves aviation to a fault.

Leventis said his enjoyment of aviation began at an early age. "When I used to work for the summer, I'd get McDonald's for 29-cents and go watch the planes land at Columbia Metro. In 1962, that was a fairly lonely endeavor during lunchtime because there weren't many planes taking off."

With a degree in Aerospace Engineering from UVA in 1969, Leventis admitted, "I used to like to read about what was going on, more than I liked to study, so fortunately I never practiced as an engineer."

His adoration of aviation has carried him through 28 years of flying. And through those years, he has had only one occasion where he's been more than two weeks without flying. "And that was when I was in the Persian Gulf," he said.

As a freshman at UVA, he missed the deadline for ROTC. But within a year he realized his love for aviation was more than a crush, so he applied for a two-year ROTC program and was accepted. He was commissioned

and began training in 1969. "I already had about 1,000 hours of flying when I went to pilot training."

After training, he was assigned to fly T-38's and stayed on active duty from 1969-74 instructing in T-38's.

His aviation career took a backseat only briefly, when he came back to South Carolina to operate Dixie Beverage Co. But even then he went into the Air National Guard.

He continued flying military air-

craft including an F-102 which was the first fighter he flew. He waved his hands excitedly talking about his "extraordinary experiences of the F-102" rapidly citing its limitations.

With the speed and accuracy of a surgeon, Leventis deftly explained the differences between the A-7, the F-102 and the F-16, his favorite.

"The F-16 is phenomenal airplane. It's state of the art, both in engine, in aerodynamics and control. The F-16 is an advancement in the state of the art of control because it has relaxed stability."

The 47-year-old fighter pilot said "Simply going fast or especially going high is not that thrilling... If you fly at 50 feet at 500-600 m.p.h. you cannot look inside, you can't look left and right. You have to look straight forward to keep from hitting the ground. Now that's thrilling."

"The most thrilling airplane is the F-16 -- it has incredible power," he said. "On a cool day you can actually break ground in 1200 to 1300 ft at 170 m.p.h. from a standing start."

"I probably would fly all the time, but I'm extraordinarily lucky in the mix of flying that I get," Leventis added.

For Sen. Leventis, piloting all types of aircraft makes sense. He owns a Navajo Chieftain with two partners and a Lark glider he hangsars in Manning.

Other aircraft he's flown include: British harriers, an F-4, and an F-101. "I'm trying to make arrangements to fly in a B-52 this fall...I

like flying anything."

Enjoyment is tantamount to his successful aviation career, whether it's in a glider, an F-16 or his Navajo.

"Of course, the perspective that I've always enjoyed is being able to see the entire state at once, which I can do on occasion when I get high enough over Columbia," Sen. Leventis smiled.

"It looks like a map without the legend. It's such a beautiful state."

But how does aviation in the state



Sen. Phil Leventis stands in front of his Navajo Chieftain.

stack up? "Our facilities seem to be very good. It appears to me that we have some holes in access like Cherokee County but I think that's fairly minimal."

Even though aviation is a major part of his life, for the senator it is not his whole life. "I may be one of those who takes aviation for granted. I would like to see it continue to grow and be a real asset. But the area I've been most involved with is in state environmental issues."

The environment is a priority with him. Addressing the problems like hazardous waste, municipal waste, and nuclear waste, are issues he has had to deal with since being in politics.

"The other thing I'd like to do is really address the budgetary process and the financial system of the state. Because if we get a good enough hold of that, then we'll be able to see that things like aviation don't get left out," he said.

His civilian flying, his military and political careers have all contributed to Leventis unique perspective.

"I remember one day looking at my log, adding it up from front to back and back to front. And it still only added up to 3 hours 35 minutes," he said. "I never thought that I would get to do so much."

Now Leventis has more than 6,600 flying hours and only his perspective has changed.

"...The most thrilling airplane is the F-16 -- it has incredible power..."

Aeronautics Becomes Part of Department of Commerce

Continued from Page 1

of the outstanding aeronautics commissions."

"I enjoyed my years there. I think the main thing, and I think you'll agree, is that the opportunity to be with the outstanding leaders of this state and serve with them," said Wilder.

Joseph Saleeby, director of the Division of Aeronautics, said, "It goes without saying what's happened in the state, as far as aviation is concerned, could not have happened without the influence of you gentlemen."

"The work and time you've spent made all this possible...I'm just in awe of what you have been able to accomplish, because there's nothing else in the United States that can compare to what South Carolina has in the way of aviation," he added.

"With your efforts and work in your districts, we have been able to maintain an excellent rapport with airport sponsors and with the FAA,"

said William A. Walls, Director of Airports. "Thank you for your dedication to airport development of South Carolina." Walls added.

"It's been a real pleasure and I hope I made some contribution to aviation," said Edwin Pearlstine. "I hope we don't get lost in a major department because airport development, especially for smaller airports, is so critical."

In addition Commissioner Pearlstine said, "My only concern is that when money gets real tight aviation and aviation development does not get put on the back burner."

Sen. Lourie said, "I'm very concerned over the future of aeronautics in the state. The network of friends in aeronautics is the key to the growth we had...I do believe that aeronautics is one of the real keys to the economic and social development of our state."

During the meeting, Chairman Hamilton encouraged John Ferguson, president of the S.C. Aviation Asso-



Former Commissioner Curtis Graves (l) talks to Paul Werts in Airport Development before the commission meeting.

ciation, to be active and involved.

"I've enjoyed my term," Hamilton said, "I'm in the first month of a third four-year appointment."

He added, "I've had a great time and can't say it strong enough to folks in this agency, I'm just so proud to have been a small part of it. I've never been associated with an organization I've was prouder of."

S.C. Airport Conference to be held October 24-27

Continued from Page 1

The conference officially kicks off with registration and a reception on Sunday evening, October 24, at the hotel.

General sessions begin on Monday at 9 a.m. with a special address by FAA's Ted Beckloff.

A session showing the transition of the Myrtle Beach Jetport from military to civilian will be held Monday as well as concurrent sessions on hurricanes, hazardous materials, pavement maintenance and fuel systems.

Tuesday will feature sessions on AIP selection process, buildings and grounds, and Inspector General auditors.

Wednesday sessions offer CFR training, aircraft taxation, AWOS and

security and contraband.

Other highlights include an awards banquet Monday evening, a gala hangar party on Tuesday night, a guided tour of Brookgreen Gardens, tours of the Myrtle Beach Jetport and the North American Institute of Aviation, and shopping at the Pawley's Island Shops.

The conference will end after lunch on Wednesday.

Registration fees include all sessions, conference materials, meals, receptions and banquets. Basic registration is \$195 and guest registration \$100. Deadline is September 30.

For more information about the conference please contact Curt Bramblett at (803) 329-5560.

SCAA Seeks Nominations for Board

The S.C. Aviation Association Board of Directors is now accepting nominations for five positions on the board.

Four positions will be for three years, and one position will be for two years to fill the unexpired term of Tom Zollars of Hawthorne Aviation.

For more information on requirements and nomination forms, please contact SCAA president, John Ferguson at (803) 277-3152.

FYI from the FAA

Maintaining Your Own Airplane

As an owner-pilot, FAR 43 allows you to perform certain types of inspections and maintenance on your airplane. Here is a partial list of what you can do. See Appendix A of FAR 43 for a more complete list.

1. Repair or change tires and tubes.
2. Clean, grease, or replace landing gear wheel bearings.
3. Add air or oil to landing gear shock struts.
4. Replace defective safety wire and cotter keys.
5. Lubricate items not requiring disassembly (other than removal of non-structural items such as cover plates, cowling, or fairings.)
6. Replenish hydraulic fluid.
7. Refinish the exterior or interior of the aircraft (excluding balanced control surfaces) when removal or disassembly of any primary structure or operating system is not required.
8. Replace side windows and safety belts.
9. Replace seats or seat parts with approved replacement parts.
10. Replace bulbs, reflectors, and lenses of position and landing lights.
11. Replace cowling if removal of the propeller is not required.
12. Replace, clean, or set spark plug clearances.
13. Replace hose connections, except hydraulic connections.
14. Replace prefabricated fuel lines.
15. Replace the battery and check fluid level and specific gravity.

Although the above work is allowed by FAR, each individual should make a self analysis as to whether or not he has the ability to perform the work satisfactorily.

If any of the work is accomplished, an entry must be made in the appropriate log book.

The entry shall contain:

○ A description of the work performed (or references to data that is acceptable to the Administrator.)

○ Date of completion.

○ Name of the person performing the work.

○ Signature, certificate number, and kind or certificate held by the person performing the work.

○ The signature constitutes approval for return to service ONLY for work performed.

Inspection check list

As a pilot, you may use the following check list to conduct an inspection of a typical general aviation airplane. Additional copies can be obtained from your FAA General Aviation District Office.

Propeller Inspect:

- Spinner and back plate for cracks or looseness.
- Blades for nicks or cracks.
- Hub for grease or oil leaks.
- Bolts for security.

It pays to take good care of your engine.

Good maintenance is not cheap, but poor performance can be disastrously expensive.

If you are unqualified or unable to do a particular needed job, depend on competent and certificated mechanics and use approved parts.

You can save money and have better understanding of your airplane if you participate in maintenance yourself.

Remember, a well-cared for airplane is a safe airplane if flown by a competent and proficient pilot. Maintain both your airplane and yourself in top-notch condition.

Engine

1. Preflight engine.
2. Run-up engine to warm-up and check:
 - Magnetos for RPM drop and ground out.
 - Mixture and throttle control for operation and ease of movement.
 - Propeller control for operation and ease of movement.
 - Engine idle for proper RPM.
 - Carburetor heat for alternate air.
 - Alternator output under a load (landing light, etc., in the "on" position).

—Vacuum system (if installed) for output.
—Temperatures (CHT, Oil, etc.) within proper operating range.

3. Remove engine cowling. Clean and inspect for cracks, loose fasteners, or damage.

4. Check engine oil for quantity and condition. Have oil and oil filter changed at 50-hour intervals for an FAA certificated mechanic.

5. Inspect oil temperature "sensing" unit for leaks, security, and broken wires.

6. Inspect oil lines and fittings for condition, leaks and security, and evidence of chafing.

7. Inspect oil cooler for condition (damage, dirt and air blockage), security leaks, and winterization plate (if applicable).

8. Clean engine.

9. Remove, clean and inspect spark plugs.

Cabin Inspect:

○ Cabin door, latch and hinges for operation and worn door seals.

○ Upholstery for tears.

○ Seats, seatbelts, and adjustment hardware.

○ Trim operation for function and ease of movement.

○ Rudder pedals and toe brakes for operation and security.

○ Parking brake.

○ Control wheels, column, pulleys and cables for security, operation and ease of movement.

○ Lights for operation.

○ Heater and defroster controls for operation and ducts for condition and security.

Fuselage and Empennage Inspect:

○ Baggage door, latch, and hinges for security and operation, baggage door seal for wear.

○ Battery for water, corrosion, and security of cables.

○ Antenna mounts and electric wiring for security and corrosion.

○ Hydraulic system for leaks, security, and fluid level.

○ ELT for security, switch position, and battery condition and age.

○ Rotating beacon for security and operation.

○ Stabilizer and control surfaces, hinges, linkages, trim tabs, cables and balance weights for condition, cracks, frayed cables, loose rivets.



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This Month.... Inside Palmetto Aviation

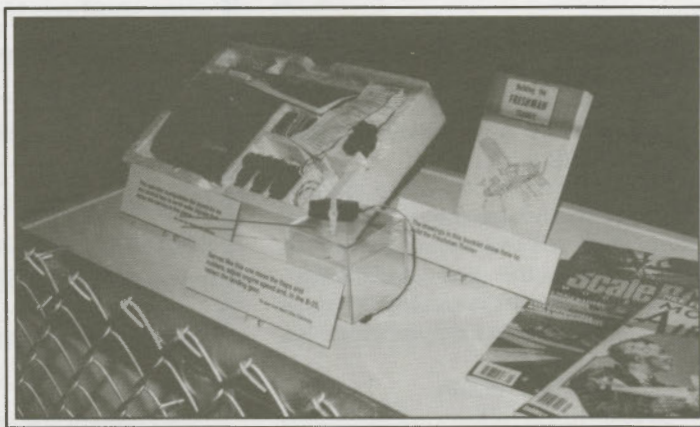
- Sen. Phil Leventis sees things differently
 - SCAC officially becomes Division of Aeronautics
 - Orangeburg plans walkway for pilots
-and much, much more!!

Imagination Takes Flight At State Museum



Radio-controlled aircraft, like the B-25 above left, and its controls at right, are on display at the State Museum in an exhibit named "Amature Aviators: Imagination Takes Flight."

The exhibit features model airplanes, a small Indian fighter kite, a hang glider and an early ultralight airplane.



Other objects in the museum's collection include a computerized flight simulator and a World War II-era flight trainer.

If you have any items you think the State Museum would like to see, please call Nat Pendleton a science curator for the museum at (803) 737-4921.

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